

B. F. TAYLOR,  
Streeter,  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS

# The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY,  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON,  
DODWELL & CO., LIMITED,  
General Managers.

THIRTY DOLLARS  
PER ANNUM.

NEW SERIES No. 4099. 日六廿月十年八十二緒光

TUESDAY NOVEMBER 25, 1902.

二拜禮 二十月十一英港香

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Ven 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies.

KOBE, LONDON, NEW YORK.

NAGASAKI, SAN FRANCISCO, HONOLULU.

LYONS, SHANGHAI.

HONBAY, TIENTSIN.

PEKING.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LTD.

PARKS BANK, LTD.

THE UNION OF LONDON AND

SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.

per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 3 "

TARO HODSUMI,

Manager.

Hongkong 30th October, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$10,000,000

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$4,750,000

RESERVE LIABILITY OF PROP. & TORS \$10,000,000

COURT OF DIRECTORS:

Hon. R. SHEWAN, Chairman.

A. J. RAYMOND, Esq., Deputy Chairman.

G. Balloch, Esq.

C. Michelau, Esq.

Hon. C. W. Dickson

D. M. Moses, Esq.

E. Goetz, Esq.

H. Schubart, Esq.

G. H. Medhurst, Esq.

N. A. Siebs, Esq.

H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

London Bankers—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 per

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorised Capital ..... \$1,000,000

Paid up Capital ..... \$2,343,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq.

C. Ewens, Esq.

Chow Tung Shang, Esq.

J. J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA, HANKOW,

TIENTSIN, TSINGTAU (KIAUTSCHOU).

London Bankers:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 4th October, 1902. [16]

# HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902.

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,120,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARKS BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2 1/2% per annum.

" 6 " 3 1/2 "

" 12 " 4 1/2 "

N. G. EVANS,

Acting Manager.

Hongkong, 1st October, 1902. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON, PEKING.

CHEFOO, PENANG.

CHINKIANG, SINGAPORE.

CHUNKING, TIENTSIN.

HANKOW.

The Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

1/2% per annum Fixed Deposits for 3 months.

1/2% " 6 "

1/2% " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA;

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$10,000,000

RESERVE LIABILITY OF SHARE

HOLDERS ..... \$10,000,000

RESERVE FUND ..... \$10,000,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balance.

On Fix: Deposits for 12 months... 4 per cent.

" 6 " 3 1/2 "

T. P. COCHRANE,

Acting Manager.

Hongkong, 2nd June, 1902. [11]

## Hotels.

### KING EDWARD HOTEL.

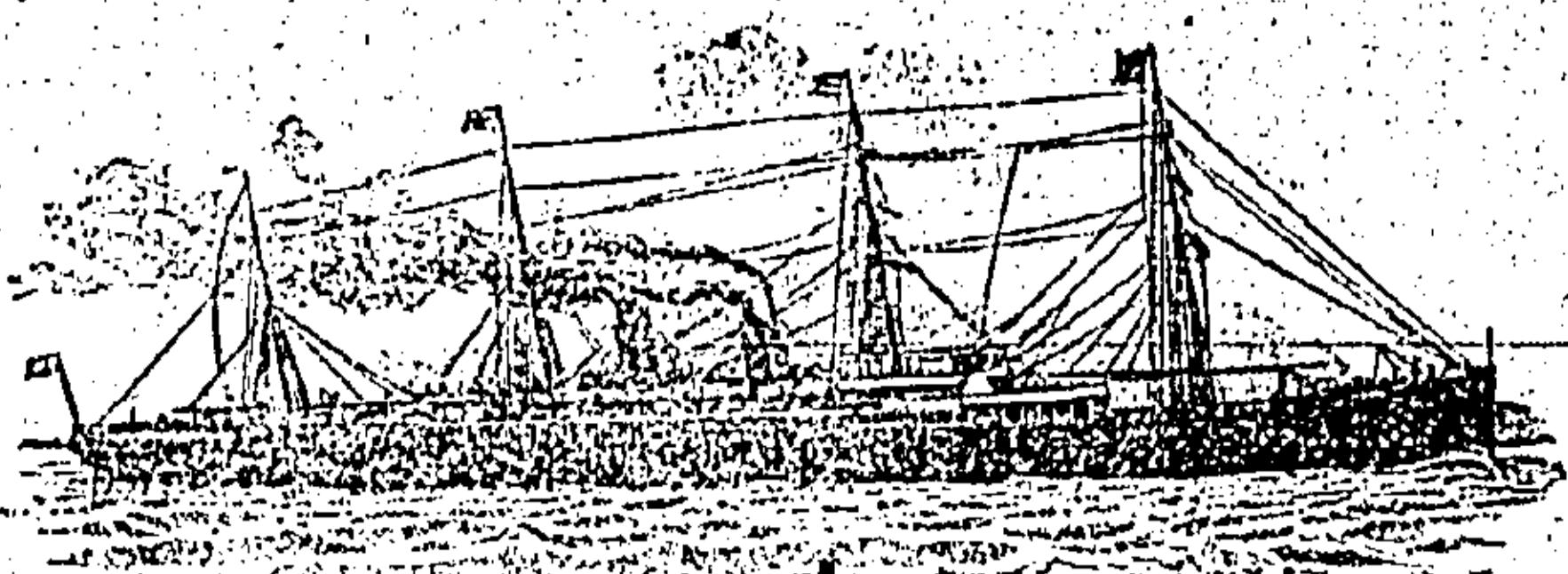
A HIGH CLASS PRIVATE HOTEL.

### LADIES' AFTERNOON TEA ROOMS.

### PRIVATE BAR

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	FRIDAY, 28th November, at Daylight.
"AMERICA MARU" .....	SATURDAY, 6th December, at Noon.
"KOREA" .....	SATURDAY, 13th December, at Noon.
"GAELIC" .....	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU" .....	WEDNESDAY, 31st December, at Noon.
"CHINA" .....	THURSDAY, 8th January, 1903, at Noon.
"DORU" .....	SATURDAY, 17th January, 1903, at Noon.
"NIIPPON MARU" .....	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA" .....	TUESDAY, 3rd February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th: 28th, 1902; to days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONDEULU, on FRIDAY, the 28th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted in England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Iwana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

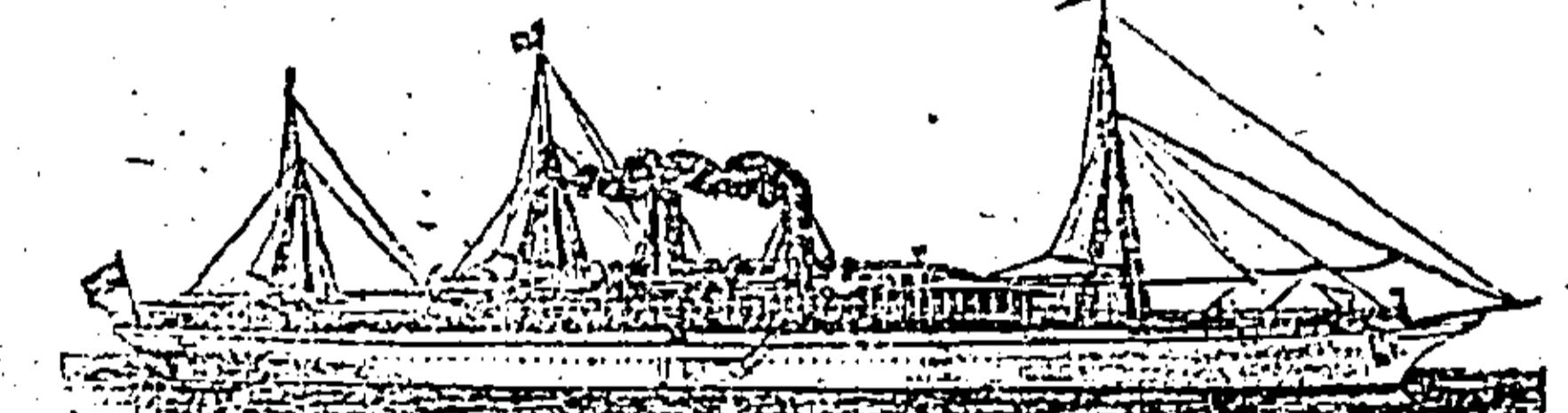
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 22nd November, 1902.

E. W. TILDEN, Agent.

1

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

R.M.S. "TARTAR" .....	Comdr. E. Beetham, R.N.R. .... WEDNESDAY, 3rd Dec.
" EMPRESS OF JAPAN" .....	Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 17th Dec.
" ATHENIAN" .....	Comdr. H. Mowatt ....., WEDNESDAY, 31st Dec.
" EMPRESS OF CHINA" .....	Comdr. R. Archibald, R.N.R. .... WEDNESDAY, 14th Jan.
" EMPRESS OF INDIA" .....	Comdr. O. P. Marshall, R.N.R. .... WEDNESDAY, 11th Feb.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th November, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

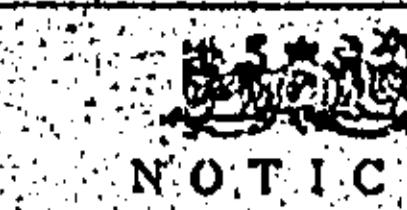
PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
MARIBURG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Dec.	Freight.
SUCIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	17th Dec.	Freight.
ALICIA .....	GENOA and HAMBURG. (Calling at SINGAPORE and PENANG).	31st Dec.	Freight.
SCHONFELD .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	13th Jan.	Freight.
NUERNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1903	Freight.
SILESIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	27th Jan.	Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 18th November, 1902.

## Intimations.



## NOTICE

OCCUPIERS of DOMESTIC BUILDINGS are hereby requested to co-operate with the Board in its efforts to combat the LAGUE by thoroughly cleansing their Dwellings and Servants' Quarters between the 15th November and 1st December next.

After the 1st December, the Board proposes to strictly enforce the provisions of the Bye-laws governing "Domestic Cleanliness and Ventilation," and the Board will, if on inspection it be found necessary, direct its officers to cleanse and disinfect premises under the provisions of the Bye-laws for the "Prevention or Mitigation of Epidemic, Endemic, or Contagious Disease."

By Order of the Board  
G. A. WOODCOCK,  
Secretary.

Sanitary Board Office,  
5th November, 1902. [185d]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on THURSDAY, the 27th day of November, 1902, at 12 o'clock Noon, when the Subjoined Special Resolution which was passed at the Extra-ordinary General Meeting held on the 11th day of November, 1902, will be submitted for confirmation:

1. That the Capital of the Company be increased, by the creation and issue of 60,000 New Ordinary Shares of \$1 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one New Share of \$1, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.

2. That of the remaining \$1 payable in respect of each of the New Shares, the sum of 50 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

By Order of the Board of Directors,  
W. KERFOOT HUGHES,  
Secretary.

Hongkong, 11th November, 1902. [189d]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of the MEMBERS of the above Club will be held at the GRAND STAND, Race Course Enclosure, at 5 P.M., on FRIDAY, the 28th instant.

BUSINESS.—To pass the Programme of the Race Meeting, to be held in February next.

By Order,

J. GRANT,  
Secretary.

Hongkong, 20th November, 1902. [187d]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of account of the year 1902 at the RATE OF FIFTY CENTS per Share (or Five PER CENT on the Capital of the Company) will be PAYABLE AT THE HONGKONG AND SHANGHAI BANK, HONGKONG, on and after SATURDAY, the 29th instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE AT THE HONGKONG AND SHANGHAI BANK, SHANGHAI, on presentation of Warrants there, on and after the same Date.

The REGISTER OF SHARES will be CLOSED from MONDAY, the 24th instant, until TUESDAY, the 2nd December, both Days inclusive, during which Period NO Transfer of Shares will be registered.

By Order,

A. H. MANCELL,  
Secretary.

Hongkong, 17th November, 1902. [182d]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPOT, 2, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,

S. A. SETH,  
Secretary.

Hongkong, 19th November, 1902. [184d]

ST. ANDREW'S BALL, 1902.

NO Scotsman can attend the Ball on the 28th instant, but as a Subscriber, the Names of intending Subscribers (Naval and Military included) should be sent to the Undersigned as early as possible. To prevent inconvenience to gentlemen attending the Ball they are specially reminded that the Invitation card counterfoil WILL BE COLLECTED ON ENTERING THE HALL.

DAVID WOOD,  
Hon. Secretary.

Hongkong, 24th November, 1902. [187d]

NOTICE.

WE, THE HANAN STEAMSHIP CO., LIMITED, of Victoria, Hongkong, hereby give Notice that in consequence of change of owners, we have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ESMERALDA" of Hongkong, Official Number 95,859 of Gross Tonnage 1,493 tons, Register Tonnage 966 tons, heretofore owned by The China and Manila Steamship Company Limited for permission to change her name to "AN THO" and to have her registered in the New Name at the Port of Hongkong as owned by The Hanan Steamship Company Limited. Any Objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within 7 days from the appearance of this advertisement.

Dated at Victoria, Hongkong, the 20th day of November, 1902.

For further particulars, apply to HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 18th November, 1902.

## Intimations.

## NOTICE

HONGKONG REGATTA.

ENTRIES for the FORTHCOMING REGATTA will be CLOSED on SATURDAY, the 29th instant, at 7 P.M. sharp.

Entries for the Light Gigs, Men-of-War Cutters, Gigs and Whalers will be post Entries.

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THE ITALIAN CONVENT.

The Superiors of the Italian Convent, very grateful to the Parsee community who have so promptly offered their kind assistance in the time of her need, desires to express by this her most hearty thanks, assuring them that their noble act will never be forgotten.

The benefactors are the following:—

H. N. Mody, Esq. .... \$25.  
D. S. Dady Burjor, Esq. .... 25.  
Dorabjee Naorojee, Esq. .... 25.  
Alunet Rungjahn, Esq. .... 25.  
The Parsee Charitable Fund .... 15.  
N. Moly & Co. (Messrs.) .... 10.  
P. F. Talati & Co. .... 10.  
Tata & Co. .... 10.  
A. H. Chinny .... 10.  
Zoroastrian .... 10.  
Talati & Co. (Messrs.) .... 7.  
R. S. Woomwalla & Co. (Messrs.) .... 5.  
S. P. Talati, Esq. .... 5.  
S. B. .... 5.  
H. Ruttonjee, Esq. .... 5.  
S. D. Sethna, Esq. .... 5.  
Burjorjee Naorojee, Esq. .... 5.  
R. J. Kavarnia, Esq. .... 5.  
J. P. Vasunia, Esq. .... 5.  
I. B. Bhagani & Co. (Messrs.) .... 3.  
H. K. Dhabhar, Esq. .... 3.  
A. D. Vania, Esq. .... 3.  
S. F. Kaprana, Esq. .... 3.  
R. M. Sabhani, Esq. .... 2.  
C. C. Karanjia, Esq. .... 2.  
F. N. Postivala, Esq. .... 2.  
Bomanjee & Co. (Messrs.) .... 2.  
Z. R. Mehta, Esq. .... 2.  
M. M. Kapadia & Co. (Messrs.) .... 2.

THE TOUR OF THE OXFORD AUTHENTICS IN INDIA.

This cricket team is expected to arrive in Bombay about the 15th of November where it has been arranged to play three matches—one with the Bombay and the other with the Poona Cuckooers, and the third with the Parsees after which they will travel south to Secunderabad, Bangalore, and Madras. The

Northern Provinces will be visited later and the departure from Bombay will be February 1st so that the players will reach England in March. The side is a very strong one and it should be able to give the strongest team in India even the All India eleven at Delhi on January 5, 6 and 7, plenty of trouble. The team is composed of 14 players whose names are as follows:—Kingsmill James Key, who will captain the side; is the old Clinton and Surrey player; H. B. Chimney is a brilliant and powerful bat; Cecil Headlam, of Rugby and Middlesex, is the wicket keeper of the team; G. H. Simpson-Hayward, of Malvern and Worcestershire, is perhaps the best bowler in England; F. G. H. Taylor, the old Harrovians Northumbrian, a dashing bat; B. A. Williams, of Worcester and Bedfordshire, is an excellent batsman and bowler; F. H. Hollins, of Eton and Lancashire, one of the best cover points in England; H. J. Powys-keg, Malvern and Worcestershire, is a good medium fast, left-hand bowler; J. B. Aspinall, Stonyhurst and Lancashire, the reserve wicket keeper; R. H. Raphael, Wellington, is a dashing bat; A. H. Hornby, Harrow and Lancashire, a good scoring bat; F. Kershaw, Cheltenham, is a hard hitter and useful change bowler; J. N. Ridley, Northumberland, is a good all-round player; and J. E. Tomkinson, Eton and Worcestershire.—Times of India.

COTTAM & CO. FOR PANAMA HATS.

THE DEVELOPMENT OF CHINA.

JAPANESE GOVERNMENT SCHEMES.

According to the Yorodzu Choho, the Japanese Government has under contemplation the following extensive schemes in China:—

1.—To establish a leather manufacturing and woollen cloth weaving company at Tientsin, to contract for the supply of arms, ammunition, leather goods, boots and shoes, blankets and woollen cloth necessary for a reformed Chinese army.

2.—To establish at Tientsin a Mint and a printing office to contract for the reformed currency and to supply other goods required in the remodelling of the financial administration.

3.—To contract for the repair of roads, the construction of waterworks, railways, and telephone lines in the cities of Tientsin and Peking, rendered necessary in the improvement of the public communications.

4.—To contract for the publication of school text-books and others required for the reform of the educational system.

5.—To establish commercial museums at Tientsin and Peking, gradually extending them to the important cities in the interior.

According to the Yorodzu, it is proposed to establish a syndicate of Japanese and Chinese to finance and carry out these ambitious schemes. The proposed Japan-China Bank will also give financial assistance in this development. A great effort will be made to increase the intercourse, social and commercial, between Japan and China.

THE MARINE INSURANCE BILL.

The Marine Insurance Bill has been finally withdrawn, as far as this Session is concerned, and the fate which has overtaken it is a good example of the way things are done in our unbusiness-like Parliament, observes the P.M.

G. The object of the bill was to collect and codify the law of marine insurance, which is at present scattered over many statutes and confused by judicial decisions until the simplest disputes can only be settled at great expense. The codification has gone on for eight years. Two Lord Chancellors—the late Lord Herschell and Lord Halsbury—have been at work on it, and they have been assisted by that masterly draughtsman Judge Chalmers. The associations which look after the interest of underwriters, shipowners, and average adjusters have all lent their aid, and the bill of the present Session, after amendments, was accepted by all the experts as a fair exposition and condensation of the present law. The bill passed through the House of Lords; but when it reached the Commons Mr. Caldwell, among whose accomplishments a knowledge of marine insurance law or business is hardly included, expressed himself as dissatisfied. The most patient efforts were made to remove the objections of Mr. Caldwell, but without avail. He blocked the bill, it could not go forward as an unopposed measure, and now has had to be withdrawn. It comes to this: that no measure of a non-party and purely professional kind can get through Parliament so long as a single member is pleased to say no. We believe in all reasonable checks on hasty legislation, but when a codifying bill, upon which eight years' work has been expended, has been successfully blocked by one man, we are disposed to "doubt if our Parliamentary system is quite perfect."

H. COTTAM & CO. FOR WASHING BOW TIES.

WATERWORKS FOR AMOY.

A PRACTICAL SCHEME.

A correspondent of the Shanghai Mercury writing from Amoy on 10th instant says:—We have had two Japanese engineers surveying on the Amoy island for the purpose of locating a good site for a waterworks, and if they are successful, and sufficient capital forthcoming they will confer a great boon to the natives of Amoy. Amoy has for the last four years suffered more or less from water famine and water has been selling at the rate of fifty cash for one tan or two buckets, and sometimes during the drought water is so scarce that 80 to 90 cash per tan has been charged, and for very inferior water at that—brackish. The foreign population on the island of Kulangsu are dependent on their wells for all their drinking water, and at present the wells are very low as we have had no rain for a very long time. The Chinese population of Amoy island, consists of about sixteen thousand families and when a long spell of drought sets in they suffer greatly from the want of fresh water. As a rough calculation, say about four persons to a family (sometime much more) that will give about 64,000 inhabitants on the island, and they will use about two tan of water per day, for food, drink, etc., and that will give a daily expenditure of about 256,000 buckets of water, equal to 7,520 tons of water per day, reckoning one tan to the picul, and if paid for at the rate of two Mexican cents per tan it will give about \$2,560 per day. The Japanese have, so I hear and from what I have seen, selected a Valley in the Si Shan Mountain on the Amoy Island, about three miles from the city of Amoy, from where they intend to lay pipes connecting Amoy and suburbs with the Water-works. The Valley is about 250 feet above the city of Amoy, so that no pumping power will be required as far as general supply is concerned. In the Valley there are many natural springs and if a strong dam is built across same sufficient water will be collected from the springs and

rain-water during the year to give an ample supply to the population of Amoy. It must be reckoned upon that rain will supply the greatest bulk of the water. It has been calculated that about \$900,000 will be required to finish the works, and I hear if the capital is subscribed for, the work will be started at once, and I understand the Taotai is in favour of the scheme and will give all assistance in his power, and the Chinese are greatly favoured with the undertaking.

**Intimations.**

**F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,**  
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

**Sole Agents for HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.**

**Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.**

**EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK**

**AT REASONABLE PRICES.**

Hongkong, 14th May, 1902.

MEMORY POINTS ABOUT

SINGER  
SEWING  
MACHINES.

SIMPLE.

STRONG.

SILENT.

SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.

BEFORE WE CAN

use them, iron and gold must first be got out of the ore. The same principle applies to cod-liver oil. Its "virtues" are not in its fatty matters; much less in its sickening taste and smell. No consumptive, or sufferer from any other wasting disease, was ever greatly benefited by the so-called "plain" cod liver oil. The shock it gives to the nerves, the repulsion and disgust it excites in the stomach, the outrages it commits upon the senses of smell and taste, are enough to spoil any medicinal potency that may be in it for the majority of people. This—to say nothing about its being indigestible. Yet there has always been reason to believe that, among the elements which form cod liver oil, there existed curative properties of the highest value. But it was necessary to separate them from the nauseating waste material with which they were combined. This was successfully accomplished in

WAMPOLE'S PREPARATION

and in this effective remedy, made palatable as honey, we have the very heart and soul of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. These constitute a tissue-builder, a blood purifier, a health-renewer beyond comparison. Disease yields to it with a completeness and rapidity which astonishes medical men quite as much as it delights their patients. In all wasting conditions, Scrofula, and Blood Disorders, La Grippe, Chronic Bronchitis, Pulmonary Affections, etc., it never fails to relieve and cure. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. No slow or doubtful action. Effective from the first dose. "You cannot be disappointed in it." Sold by chemists here and everywhere and A. S. Watson Co., Limited.

Details.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.		DESTINATIONS.	SAILING DATES.
KASUGA MARU		SYDNEY and MELBOURNE, VIA MANILA, THURSDAY	THURSDAY, 27th Nov., at 4 P.M.
H. Fraser		TOWNSVILLE and BRISBANE	
KUMANO MARU		NAGASAKI, KOBE and YOKO-	FRIDAY, 28th Nov., at Noon.
E. W. Haswell		HAMA	
WAKASA MARU		MARSEILLE, LONDON & ANT-	SATURDAY, 29th Nov., at Daylight.
J. W. McMillin		WERP, VIA SINGAPORE, PENANG,	
BINGO MARU		COLOMBO and PORT SAID	MONDAY, 1st Dec., at 4 P.M.
T. Davies		KOBE and YOKOHAMA	
IYO MARU		VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE	TUESDAY, 2nd Dec., at 4 P.M.
C. H. Butler		and YOKOHAMA	
HIROSHIMA MARU		KOBE and YOKOHAMA	TUESDAY, 2nd Dec., at Noon.
T. Murai		BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOATS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Polynesien," which vessel takes on her Passengers and Mails leaving that Port on the 13th December Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 30th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th November, 1902. 1004c

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL, & CO., LIMITED,

General Agents.

Hongkong, 24th November, 1902. 1874d

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

## Entertainments

## BIRTH.

At Shanghai, on the 20th November, the wife of E. ROBSTR. T. M. Customs, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 25, 1902.

A. S. WATSON  
AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY.

Per case  
of 1 dozen  
bottle.

A.—HENNESSY'S OLD PALE		
RED CAPSULE	... \$18.00	\$1.50
B.—SUPERIOR VERY OLD		
COGNAC, RED CAPSULE	24.00	2.00
C.—VERY OLD LIQUEUR		
COGNAC	... 30.00	2.50
D.—HENNESSY'S FINEST		
VERY OLD LIQUEUR		
COGNAC, 1872 VINTAGE		
RED CAPSULE	... 36.00	3.00

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

A. S. WATSON & Co.,  
LIMITED.

The Hongkong Dispensary.

TELEPHONE NO. 46.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,

ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS; and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDELTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[78d]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.50 a Cask of 375 lbs. Net ex Factory.  
\$2.50 a Bag of 250 lbs.

SHEWAN, TOME'S & CO.,  
General Managers.

Hongkong, 15th March, 1902.

[10]

CH. S. J. GAUPP & CO.

RONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER,  
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition;

and for Voigtlander and Sons'.

CELEBRATED OPERA GLASSES.

MARINE GLASSES, and SPYGLASS'S.

See "A. S. Watson's" in Queen's Road Central.

[10]

increase of the population may be regarded as a certainty, and it stands to reason, therefore, that the works to be undertaken shall be on a very extensive scale. There should be no half-measures. We have a sufficient of such shortsightedness and paid very dearly for it. There is a way, and as far as we can see it is the only way, to get over the difficulty of financing the necessary increase of the Tytan supply and the construction of other reservoirs and numerous "feeders" for each of them. The money can be obtained by means of a loan. The colony's credit is good for all we need to enable the authorities to proceed at once, and energetically, with waterworks of a very extensive nature. Why should the present disgraceful state of affairs be tolerated when by means of a loan, repayable by instalments extending over a number of years, it can be properly and more or less promptly remedied? That the whole cost should be borne from the present generation of ratepayers would be unfair, and likely to result in friction which it is desirable to avoid as much as possible. Let posterity bear its share of expense incurred to procure the blessing of and benefits derivable from an abundant supply of fresh water. We are willing to bear a fair share of the expense, but were the Government to attempt to saddle us with the whole burden of the debt it would undoubtedly incur the rancour of the ratepayers inasmuch as the adoption of such a policy would be in the nature of a lack of due consideration for those who have already suffered considerably by reason of the shortsightedness and parsimony of those who had it in their power to prevent a repetition of the water famine, which caused so much loss and inconvenience a few years ago. Not only has the Government failed to improve matters, but it sold to a British firm one

of the best sites for a very large storage reservoir, and, in dealing with public questions, we will not hesitate to give our Chinese friends the full measure of praise which their action, as dictated by a correct policy, may call from an independent journal. To our apathy, the apathy of the ratepayers of all nationalities, is, we think, largely due the shocking state of affairs with which we are now unluckily face to face—the prospect of another WATER FAMINE! For this the Chinese are not so much to blame as those sections of the community which have for years been adequately represented in the Legislative Council and recently on the Executive Council also. For a very long time the Hon. Dr. Ho Kai was the sole representative in the Legislative Council of the large and ever-increasing Chinese section of the community, and although he has been in many ways a very satisfactory representative yet the fact that the Chinese were inadequately represented was demonstrated by the comparatively recent decision of the Imperial Authorities to appoint three Chinese members of, what may be termed, the Lower House. The European section of the Unofficial Representatives has long held a controlling influence in all attempts to keep, as the *Daily Press* puts it, "constant pressure upon the Government" in regard to matters affecting the well-being of the whole community. We do not say, or suggest for the moment, that Dr. Ho Kai's unofficial colleagues denied him proper support in respect of his efforts to safeguard Chinese interests; we merely point to facts. In so doing, while freely admitting that we have sinned in this matter of urging the Government to supply the community with an adequate supply of water, we claim for this journal that it has done its best for years past to expose the discreditable state of affairs and give warning of the inevitable consequences of the continuance of disregard for the vital interests of the community. On the occasion of the water famine a few years ago a special representative of the *Telegraph* inspected the reservoirs and their "feeders," and the public had his report laid before them in these columns. The necessity for and the possibility of great increase in the supply was pointed out, and for a while considerable attention was given to the matter. But when the rains came and the immediate danger and inconvenience ceased the question passed quietly into the realms of oblivion. Nothing, or next to nothing, was done, with the results which those of us who were here last dry season will never forget. Now, we have no desire to waste time by entering into a lengthy controversy with our morning contemporary on this subject of the water supply. We have freely admitted that every section of the community is to blame for the present inadequate supply of the greatest necessity of all communities, and we hope and trust that we shall profit from the bitter lessons of the past. There should be no halting in the action of the people's representatives in the Council, and whatever steps they may see fit to take in the direction of obtaining from the Government an assurance that vigorous and continuous efforts will be made to give to this community, of something like half a million people, a supply of potable water which shall more than meet its present requirements. We say "more than meet the present requirements" advisedly, for a steady

increase of the population may be regarded as a certainty, and it stands to reason, therefore, that the works to be undertaken shall be on a very extensive scale. There should be no half-measures. We have a sufficient of such shortsightedness and paid very dearly for it. There is a way, and as far as we can see it is the only way, to get over the difficulty of financing the necessary increase of the Tytan supply and the construction of other reservoirs and numerous "feeders" for each of them. The money can be obtained by means of a loan. The colony's credit is good for all we need to enable the authorities to proceed at once, and energetically, with waterworks of a very extensive nature. Why should the present disgraceful state of affairs be tolerated when by means of a loan, repayable by instalments extending over a number of years, it can be properly and more or less promptly remedied? That the whole cost should be borne from the present generation of ratepayers would be unfair, and likely to result in friction which it is desirable to avoid as much as possible. Let posterity bear its share of expense incurred to procure the blessing of and benefits derivable from an abundant supply of fresh water. We are willing to bear a fair share of the expense, but were the Government to attempt to saddle us with the whole burden of the debt it would undoubtedly incur the rancour of the ratepayers inasmuch as the adoption of such a policy would be in the nature of a lack of due consideration for those who have already suffered considerably by reason of the shortsightedness and parsimony of those who had it in their power to prevent a repetition of the water famine, which caused so much loss and inconvenience a few years ago. Not only has the Government failed to improve

THE COUNCIL MEETING.—Honourable Members are informed that the meeting of the Legislative Council fixed for Wednesday, 26th instant, is unavoidably postponed till next Thursday, at the same hour.

SALE OF A STEAM LAUNCH.—At Ah King's slipway this afternoon Messrs. Hughes and Haigh offered for public auction a new steam launch. The bidding was slack, and eventually the owner, Mr. J. D. Encarnacion, bought it in for \$1,000.

THE SH. P. C. MINE'S PURCHASES.—

The stockholders of the White Star and

Donion Steamship Lines were notified on

the 23rd ult. that the purchases of the International Mercantile Marine Company would be

completed on December 25th.

CLOSING OF CHINA PORT.—The *Omaka*

*Maiichi* learns, on the authority of despatches

received by the Osaka Sh. Sen Kai-sha from its

agents in North China, that Newchwang,

Tientsin, Taku, Yinko and Shantungkwan will

probably be closed by ice early next month.

THE GER. TRAGEDY.—At the inquest

held the other afternoon at the German Consulate

on the body of Marie Ruggier, who

hanged herself on board the N. D. L. S. *Gera*

between Yokohama and Shanghai, a verdict

of "suicide while of unsound mind" was

returned.

THE DYNAMITE CASE.—Leung Chin,

compt. to M. Silve and Co. was this

afternoon brought before Magistrates P. A.

Haszland and J. H. Kemp for sentence regarding

the charge of having explosives stored in the

Company's premises, No. 16 Des Vieux Road

central, without a permit. The explosives

consisted of 240 sticks dynamite and 40 coils

of fuse. He was fined \$100 or two months.

WUCHANG MINING COMPANY.—The

N. C. D. News has been requested to state

as to the amount of capital subscribed

towards the proposed Wuchang Mining Com-

pany, Ltd., is not sufficient to warrant its

floatation, the provisional Directors have been

unable to proceed to allotment. The amounts

of the deposits paid to the Russo-Chinese bank

will therefore be returned in full to intending

subscribers.

A TERRIBLE LOSS OF LIFE, as well as

property, occurred at Shanghai last Tuesday.

Owing to a very strong tide a small rice boat

broke away, carrying some six other small

junks with her. These were carried on to the

mass of junks above them, and in a trice half

a mile of junks were adrift in a seething mass,

some on their beam ends, some capsized, until

actually hundreds of junks were drifting up

the river in batches.

WARREN'S CIRCUS.—Last night's entertain-

ment consisted of a repetition of previous suc-

cesses, addition to a musical sketch by the

Brother Francis. The proceeds of the well-

filled tent go as a benefit to "Nity." Major-

General Sir W. G. Gascogne will patronise the

Circus to-night, and to-morrow night is to close

the company's season at I'ongkong. They

entertain Ma-ao on Friday, Saturday and Sunday

afternoons and then proceed to the Hanoi

Exposition.

QUARANTINE STATION ABANDONED:—From the proceedings of the French

Municipal Council, published in the *Echo de*

*Chine* it appears that the Shipping Companies

have refused to continue their voluntary contri-

bution to the upkeep of the Woosung

Quarantine Station, and the Municipal

Authorities have therefore agreed that it must

be abandoned. This is good news for captains

and officers of ships, who have long and loudly

complained about it.

PROGRAMME.—

March 21st. "The Rite Regime" . . . . .

March 22nd. "The Story of the Chinese" . . . . .

March 23rd. "Oriana" . . . . .

March 24th. "Selection" . . . . .

March 25th. "The Hell of New York" . . . . .

March 26th. "Piccole Sirene" . . . . .

March 27th. "Le Kolossal" . . . . .

TELEGRAMS.

HONGKONG TELEGRAPH  
SERVICE

(By special arrangement with Der  
Ostasiatische Lloyd.)

The Evacuation of Shanghai.

SIMULTANEOUS MOVEMENT.

BERLIN, 24th Nov., 6.15 p.m.

The commander of the German forces in Shanghai has received instructions to communicate with the commanders of the other foreign troops with a view to deciding a simultaneous evacuation.

Reichstag Debate

ON THE TARIFF.

The debate in the Reichstag on the Customs Tariff has so far been without result, but an understanding is expected to be arrived at within a few days.

Italy and France.

MUTUAL AGREEMENT EXPECTED.

The simultaneous initiative of Italy in the Red Sea and of France in Morocco is believed to be the result of a mutual agreement.

The late Kerr Krupp.

WORKS CONTINUED UNCHANGED.

The Krupp ordnance works at Essen, Germany, will be continued without any change. Emperor William, Chancellor von Buelow, and all the ministers forwarded telegrams of condolence to the bereaved family of the late Frederick Krupp. The Kaiser especially mentioned the universal importance of Krupp's works.

(Reuters.)

The Sugar Convention.

London, November 23rd.

In the House of Commons on Monday, the Government will introduce a resolution approving of the Sugar Convention. The opposition will move a direct negative.

The Suez Canal Directorate.

The *Financial News* mentions a report that the British Government are about to propose the replacing of Sir John Stokes, K.C.B., and Mr. Henry Austin Lee, C.B., on the board of the Suez Canal Company, and that they will also appoint a third representative on the board, probably Sir James Mackay.

LATER.

Earthquake in Jamaica.

A severe earthquake occurred in Jamaica yesterday.

Obituary.

Herr Krupp, the celebrated ordnance manufacturer of Essen, Germany, is dead. The sad event has caused a great sensation in Europe.

The Somaliland Operations.

Colonel Manning of Colonel Cobbe's column has reached Garerro, fifty miles north-east of Bohotle, whether he was to proceed the same day with reliefs and provision for the garrison.

HONGKONG STEAM WATER-BOAT CO., LTD.

ANNUAL MEETING.

The second annual general meeting of shareholders in the Hongkong Steam-Water-Boat Co., Ltd., was held at the company's offices, No. 20 Des Voeux Rd., at noon to-day. Those present were: Messrs. Liao Tsze San (Chairman), Chau Siu Ki, E. S. Joseph, J. W. Kew (Manager), and Captain Clark.

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time I will take them as read, but before proceeding further I should like to be allowed to explain the regrettable incident referred to in the report, namely, the embezzlement of the sum of \$1,753.28 of the Company's funds by an employee. Besides performing the duties of a clerk the man was also charged with the collection of bills, not being a shroff in the proper sense of that term, and being a Portuguese he was not of course secured; when you managed to discover the embezzlement he promptly had a warrant issued for the man's arrest, but it was late as he had already disappeared. Your committee deeply regret the occurrence, but under the circumstances it was unavoidable. For the future we have fully guarded against a similar occurrence by having the present collector secured, so you need feel no anxiety on that score. Coming to the report before us it is highly gratifying to the committee, and I feel sure, it must be to the shareholders as well, that the results for the past year are so excellent. Against the earnings of \$8,864.58 which we put before you 12 months ago, the earnings for the past year are as you see \$17,434.39. You will be pleased to hear gentlemen, that this splendid result is not to be looked upon as merely temporary, owing to the scarcity of water a few months ago, but is a substantial and permanent increase of the business of the company. We need hardly say that we owe this improved

position of our company to the excellent management and the energy of our manager. There is one other matter mentioned in the report, and that is that we intend to call up the remaining \$3.00 per share still unpaid. This is rendered imperative by the increasing volume of our business, necessitating a further addition to our boats. The call will therefore, I am sure, be fully endorsed by you, as it is a proof of a flourishing position. With these few remarks, I will move the adoption of the report and accounts, but before putting it to the meeting I will be pleased to answer any questions shareholders may wish to ask.

Captain Clark—Mr. Chairman, do you intend to draw up the \$3 per share at once or by instalments?

The Chairman—At once.

Mr. Kew remarked that the new boat would be finished in about four months, so it would be no use splitting up the call for that time.

The Chairman then proposed the adoption of the report and accounts.

Mr. E. S. Joseph seconded, and it was carried.

Captain Clark proposed that Messrs. Liao Tsze San and Chau Siu Ki be re-elected members of the committee.

Mr. E. S. Joseph seconded, and it was agreed to.

Mr. J. W. Kew proposed that Mr. W. Hutton Potts be re-elected auditor.

Mr. Chau Siu Ki seconded, and it was carried.

The Chairman.—That is all the business gentlemen. The dividend warrants will be ready to-morrow. I thank you so, your attendance.

THE "PHRA NANG" DISASTER.

FULL PARTICULARS.

The Norddeutscher Lloyd steamer *Phra Nang*, while bound from Bangkok to Hongkong with a cargo of rice and teakwood went ashore on the 1st inst., on a coral reef at Triton Island, the south-western island of the Parcels group. On the day after the disaster the second officer and four men were despatched in a boat with orders to proceed to Padarang lighthouse, and wire to the Hongkong agents of the Company. They arrived at their destination on the 6th inst., after distancing some 80 miles in an open boat, and the message was duly sent. The Norddeutscher Lloyd steamer *Makewa* left Hongkong on the 7th, with marine surveyors to inspect the vessel, and when they returned on the 12th very favourable reports as to the possibilities of salvaging the vessel were given. On the 13th the *Makewa* again left Hongkong, but, this time, well supplied with salvaging gear, consisting of strong suction pumping apparatus, tow ropes and purchases. Those who proceeded in the vessel to see to the operations were: Captain Krebs, marine superintendent of the North German Lloyd; Mr. J. Watt Jameson, of the London Salvage Association; and Mr. T. G. Doyle, the chief diver.

The salvage party reached the wreck shortly after noon on the 16th, and found the bows of the vessel firmly fixed and the stern afloat. A cargo had been thrown overboard from the fore part of the vessel to lighten the bows, and No. 1 hatch was full of water. There was also a leakage into No. 2, but the engine room and after part of the vessel was unsalvaged.

Owing to the wind and current it was with considerable difficulty that the *Makewa* managed to get alongside the *Phra Nang* to enable the crews to transfer cargo from one steamer to the other. A 12-in. centrifugal pump was shipped to the fore hold, and a 10-in. pump to the main, and steam was got up.

The following day, the pumps threw volumes of water out of the fore and main holds and things worked so satisfactorily that it was decided to make an attempt to pull the vessel off next day.

On the afternoon of the 18th, at about five o'clock, tow ropes were connected from stern to stern, and the *Makewa* proceeded full ahead, while the engines of the *Phra Nang* were put to full astern.

At 5 p.m. in the evening, the tow ropes were disconnected, but the *Phra Nang* continued to work her engines, going ahead and astern alternately.

At about nine o'clock she broke loose from the reef, and was once more a free ship. Owing to the weather it was decided not to steam against the Northeast monsoon, but to proceed to Toulon, 180 miles distant. In Toulon Bay coal was transhipped from the *Makewa* to the *Phra Nang*, and the diver was able to inspect the ship's bottom. The damage was temporarily repaired, as well as means at hand afforded, and on the 2nd inst. both steamers proceeded for Hongkong. They arrived here at 2 p.m. yesterday, and the *Phra Nang* was docked at Kowloon to day. The vessels experienced fine weather down the coast and the *Phra Nang*, with the *Makewa* to Toulon and from Toulon to Hongkong, proceeded under her own steam and was not towed.

GERMAN STEAMER SUNK.

S.S. "PHRA CHOM KLAO" RAMS.

S.S. "KELANTAN".

AT BANGKOK.

A Hongkong bound steamer, the *Phra Chom Kla*, has rammed and sunk the steamer *Kelantan* on the bar at the entrance to Bangkok. The damage to the *Phra Chom Kla* is confined to the bows.

Both vessels belong to the Norddeutscher Lloyd Steam Ship Company, Bremerhaven, and were coasting steamers. At the time of collision the *Phra Chom Kla* was bound to Hongkong with a cargo of rice and the *Kelantan* was proceeding to Bangkok empty, from Singapore.

The *Kelantan*, formerly named *Medura*, is a vessel of 967 tons gross and 600 tons net register. She was built in 1886 by Messrs. W. H. Potter and Sons, Liverpool.

The *Phra Chom Kla*, an old Scottish Oriental steamer, was built at Gairds' Shipbuilding Yard, Greenock, in 1882. Her gross tonnage is 1,168 and net 1,012.

OTTAM & CO. FOR TRICSS STRAW  
INC. GEAR.

OTTAM & CO. FOR FELT HATS.

OTTAM & CO. FOR SUMMER  
UNDERWEAR.

JUNK RUN DOWN.

OUTSIDE LYEMUN.

The master of a junk—reports that last night while in the vicinity of Chi Wai, outside the Lyemun pass, he was run down by a steamer. His junk, laden with salt, sank and those aboard were left in the water. Six out of seven occupants of the junk were picked up by fishermen, but the other, a passenger, according to information to hand, has not been recovered.

THE JANET WALDORF  
COMPANY.

THE LADY OF OSTEND.

Last evening the galaxy of first class talent, brought here by the Janet Waldorf Company, again proved its superiority to many of the artists that visit Hongkong from time to time. The *Lady of Ostend* held the boards, and laughter from the rise to the fall of the curtain may aptly be described as the one special feature of the evening amongst the large audience. It is indeed not saying too much that compared with their last production, the powerful drama *A Royal Divorce*, wherein great pathos and histionic ability is required, the members of the company appeared in quite a different role, and demonstrated that one and all are blessed with the double gift of being able to portray vividly both in the dramatic and comic line. This rattling piece is in three acts and the scene of the action takes place in the house of Mr. Dick Whorles, who during a trip to Ostend, on a business matter of importance, has been caught by the camera indulging at the seaside in a *rire à deux* with an unknown lady. The irony of fate, however, impelled him to take his wife and mother-in-law to an exhibition of the cinematograph, and this particular scene is depicted as No. 9 on the programme. The result may readily be imagined, and when his wife Mrs. Whorles and the mother-in-law recognise the portrait, a scene ensues, and the inevitable result, where-in no power on the part of the luckless Dick could appear. To crown this, the husband of this unknown lady, a notorious pugilist of fiery temper and speech, strolls forth, and on revenge bent seeks for this male figure. The Baron de Longueville, a chum of poor Dick, when he is in possession of the facts, rejoices over his friend's discomfiture, but his joys are suddenly turned to sorrow, when the next exhibit of the cinematograph reveals himself paying the most ardent attention to Dick's wife *in camera*. This, combined with Dick's father-in-law, of "unimpeachable character" having fallen a victim to the inquisitive camera, provides fun for the audience when Dick's mother-in-law eventually discovers her "hussy" also a victim to the apparatus, and sporting beside the air lady of Ostend, her fury and indignation can better be imagined than described. To crown it all, the sudden appearance of the French lady's husband, the pugilist, who in a towering rage reduces the natty sitting room into a wreck, the laughter of the audience knows no bounds.

At the parts, taken individually, the delineation of the *Baron de Longueville*, was in the usual safe hands of Mr. Norval McGregor. His continental accent combined with his acting and eccentricities were subjects of general comment and those who witnessed him in the imposing role of *Napoleon* could hardly realize that it was the same gentleman who figured last night as the *Baron*. As *Dorothy Whorles*, Miss Janet Waldorf charmed her audience, and firmly established for herself the conviction that she was just as capable in a new line of light dramatic enterprise. All through the piece she played up to the part, as we expected, and at the same time imparted a pleasing appearance by her gracefulness. *Dick Whorles* was ably portrayed by Mr. William Fitchett, whilst Mr. Wilson Forbes impersonated very ably the part of *Joseph Curby*, the father-in-law of *Whorles*, a man with the propensity of nocturnal wanderings. As *Mrs. Curby*, Mrs. Dow Currier did her part to perfection and by her haughty bearing helped in a great measure towards the success of the play. Miss Mildred Yorke, as the *Lady of Ostend*, had very little to do, but what she did was performed to the best advantage. Miss Amy Stanley made a charming niece of *Mr. & Mrs. Curby* and quite charmed her audience with her sweet presence. Her *rire à deux* with the *Lady of Ostend* was general comment, whilst the parts assigned to Miss Edith Haye, Mr. Arthur Elton, and Mr. St. Clair Bayfield were creditably taken. A *ballet* was gracefully performed by a bevy of young ladies during the evening, whilst the music composed by Mr. Hal Lindsay Campbell was excellent.

At 5 p.m. in the evening, the tow ropes were disconnected, but the *Phra Nang* continued to work her engines, going ahead and astern alternately. At about nine o'clock she broke loose from the reef, and was once more a free ship. Owing to the weather it was decided not to steam against the Northeast monsoon, but to proceed to Toulon, 180 miles distant. In Toulon Bay coal was transhipped from the *Makewa* to the *Phra Nang*, and the diver was able to inspect the ship's bottom. The damage was temporarily repaired, as well as means at hand afforded, and on the 2nd inst. both steamers proceeded for Hongkong. They arrived here at 2 p.m. yesterday, and the *Phra Nang* was docked at Kowloon to day. The vessels experienced fine weather down the coast and the *Phra Nang*, with the *Makewa* to Toulon and from Toulon to Hongkong, proceeded under her own steam and was not towed.

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INC. GEAR.

OTTAM & CO. FOR FELT HATS.

OTTAM & CO. FOR SUMMER  
UNDERWEAR.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 25th at 11.30 a.m. The barometer has risen over Japan, fallen slightly on the China coast.

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Forecast:—moderate N. E. breezes; fine.

CANTON NOTES.

(From Our Correspondent.)

CANTON, November 24th, 1902.

THE LATE VIC. ROY TAO MU'S FUNERAL.

The body of the late Viceroy leaves Canton to-day. The flags at the Consulates were put at half-mast this forenoon. The indifference of the present Viceroy to the present state of the country in its disturbed condition calls forth many remarks favourable to the dead Viceroy Tao Mu. It is said that Tao Mu was the first Viceroy the two Kwangs had who did not get rich here. Tao Mu was so poor when he died that his funeral expenses could not be paid out of his possessions. The Prefect of Canton, Mr. Kung, contributed a large sum to aid in defraying the expenses.

THE PIRACY CASE.

I hear that the settlement

## Shipping Steamers.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangement for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	350	R. Rodger	MANILA (DIRECT)	26th Nov., at Noon.
RUJII	350	W. Lawson	Do.	3rd Dec., at Noon.
PERLA	1683	J. McIntyre	Do.	Do.
DIAMANTE	1680	A. H. Notley	Do.	Do.

For Freight or Passage, apply to

## SHEWAN, TOME'S &amp; CO. GENERAL MANAGERS.

Hongkong, 25th November, 1902.

[1208d]

## OCEAN STEAM SHIP CO., LIMITED. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELEUS".....	3rd December, 1902.
"	"TYDEUS".....	13th " "
"	"TELEMACHUS".....	31st " "
"	"PROMETHEUS".....	6th January, 1903.

## IN HOMEWARDS.

FOR LONDON.	
"TANT LUS".....(FOR AMSTERDAM and LONDON).....	9th Dec., 1902.
"ULYSSES".....	23rd " "
"PELEUS".....	6th Jan., 1903.
"ANTENOR".....	20th " "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)	20th Dec., 1902.
"ALCINOUS".....	20th Jan., 1903.
"TYDEUS".....	20th Jan., 1903.

For Freight, apply to

## BUTTERFIELD &amp; SWIRE, Agents.

## CHINA NAVIGATION CO., LIMITED.

STEAMERS.	TO SAIL.
AMOY, MANILA, CEBU and ILOILO	"SUNGXIANG".....
SHANGHAI	"SHANSI".....
SHANGHAI	"TIENSIN".....
KOBE and YOKOHAMA	"FOOCHOW".....
THURSLEY, LAND, COOKTOWN, CAIRNS, FOONSAIJI, PAPUA, SYDNEY and VELBOURNE	"CHINGTU".....
"	"CHANGSHA".....
"	5th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Taking Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers through to all New Zealand and other Australian Ports.

§ See Special Advertisement.

For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE, AGENTS.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.	STEAMERS.	DUE.
FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MOYUNE".....	27th November.
"	"OOPACK".....	10th December.
"	"NINGCHOW".....	25th December.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI".....	20th December.

## TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA and MOYUNE.....29th November.

all PACIFIC COAST POINTS.....

NAGASAKI, KOBE and YOKOHAMA.....NINGCHOW.....27th December.

For Freight, apply to

## BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 19th November, 1902.

[1303d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship Tons Captain To Sail

"INDRAJURA".....4,899.....A. E. Hollingsworth.....Dec. 1, 1902.

"INDRASANHA".....5,197.....R. P. Craven.....Dec. 14, 1902.

"INDRAVELLI".....4,899.....W. E. Craven.....Jan. 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 25th November, 1902.

[1266c]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR TAMSUI"....."DAIGI MARU".....T. W. Groves. SUNDAY, 30th November.

FOR FOOCHOW"....."ANPING MARU".....J. Goto. WEDNESDAY, 3rd December.

FOR TAMSUI"....."DAIJIN MARU".....T. Ogata. SUNDAY, 7th December.

\* via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Post office at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at

No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 24th November, 1902.

[1370c]

## Shipping Steamers.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangement for comfort of Passengers.

The Company's Steamship

"SUISANG,"

Capt. James Young, will be despatched as above TO MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th November, 1902.

[1251d]

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 24th November, 1902.

[1204c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Schmitz, will be despatched for the above Ports on or about MONDAY, the 1st December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th November, 1902.

[1256d]

NOTICE TO CONSIGNEES.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE,"

Captain McArthur will be despatched for the above Ports on THURSDAY, the 11th December.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBR, LIVINGSTON & Co., Agents.

Hongkong, 22nd November, 1902.

[1270d]

NOTICE TO CONSIGNEES.

THE N.D.L. Steamship

"STRASSBURG,"

Captain Madson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before Noon on THURSDAY.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 20th November, 1902.

[1253d]

NOTICE TO CONSIGNEES.



Gentlemen's  
Outfitting  
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Now Open.

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Opposite  
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

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Outfitting  
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Opposite  
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FASHIONS FOR 1902-03

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EVENING GOWNS. BALL AND WEDDING DRESSES. WALKING AND AFTERNOON  
COSTUMES IN THE LATEST

FRENCH, ENGLISH, AND AMERICAN STYLES.

SEASON'S STOCK OF RICH APPLIQUE TRIMMINGS, LACES, SILKS, SATINS,  
PEAU DU SOIE, CREPE DE CHENE, CHIFFONS, GAUZES, ETC.

MAGNIFICENT FUR COATS AND CAPES.

FULL WINTER STOCK OF LADIES' JACKETS NOW ON VIEW.

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